

ROUTE 7 CORRIDOR IMPROVEMENTS PROJECT

RESTON AVENUE TO JARRETT VALLEY DRIVE

WORKING GROUP

Working Group Meeting #20 –Summary (REVISED January 24, 2019)

Wednesday, December 12, 2018: 1:00 pm – 3:00 pm

VDOT NOVA District Office, Potomac Conference Room

4975 Alliance Drive, Fairfax, VA 22030

VDOT Proj No. 0007-029-942 and 0007-029-225, UPC 99478 and 106917

A working group meeting was conducted on December 12, 2018, to discuss the section of Route 7 Corridor Improvements from Reston Avenue to the Dulles Toll Road, specifically the following items:

Introductions

All attendees introduced themselves.

Washington Gas Project Update

Jeff Hicks, Washington Gas, provided an overview of the Strip 1 West Improvements work, including Phase 1 (Bishopsgate Way to Springvale Road), Phase 2 (Dulles Toll Road to Lucks Estates), and future phases. Coordination between VDOT, Washington Gas, and Shirley/Dewberry is ongoing. Copies of slides are attached.

Question from group—What sort of piping connections are made?

Answer—Welded connections.

Question from group—Are the welds inspected?

Answer—Yes, hydrotesting is performed as per Washington Gas procedures and every joint is x-rayed.

Route 7 Project Update

Jeff Austin, Shirley Contracting Company, LLC, provided an update on the completed and ongoing design phase activities and a summary of the projected schedule. Detailed information on the general sequence of construction and associated lane shifts was displayed and explained.

Question: Do we have right of way for the temporary third left turn lane on westbound Route 7 at Baron Cameron Avenue?

Answer: Yes, the temporary third turn lane will be built in the median. Construction of the ultimate improvements, including the permanent triple left turns, will require acquisition of additional right-of-way and easements.

Question: Do we need any additional right of way to begin construction of the Baron Cameron Avenue intersection?

Answer: Yes.

Question: When will the storm water management design for the Difficult Run and Colvin Mill area be done?

Answer: This area will be part of the final design submission and will be built during the construction of Area 3, Stage 2.

Jennifer Thomas Alcott, Shirley Contracting Company, LLC, provided a communications update.

Question: When is the next meeting with the Towlston Road group?

Answer: Meeting date has not been determined, will be coordinated with Supervisor Foust's office.

Question: When will the next public information meeting be held?

Answer: Around April 2019. "Pardon Our Dust" meetings will be held prior to major construction phases.

Question: Will VDOT provide more than one week's notice before the meetings?

Answer: Yes.

Copies of slides are attached.

Follow-Up to Questions from Previous Meetings and Additional Questions/Comments

Question: What data was used for Towlston Road traffic simulations? The numbers appear to be inconsistent with current observations.

Answer: 2011 traffic counts with growth factors for escalation were used for the 2025 opening year.

A discussion about the rationality of the data used for the simulation ensued. It was noted that the model for the simulation was developed by JMT, and that further discussion about

this subject would be addressed outside of the working group meeting as JMT was not present.

Baron Cameron Avenue Intersection

Question: Can the Route 7/Baron Cameron Avenue/Springvale Road at-grade intersection be easily upgraded in the future to the desired partial interchange?

Answer: The design of the at-grade intersection does not preclude a future upgrade to the desired partial interchange, however additional right of way and easements would need to be acquired.

Question: Is it possible to acquire right of way for the future Baron Cameron Avenue partial interchange as part of this project?

Answer: Right of way acquisition for the partial interchange is not part of this project, and federal requirements preclude the ability to acquire right-of-way and/or easements beyond those needed for the current project improvements.

A discussion about the current and future timing of the traffic light at the intersection followed. VDOT noted that the timing for all signals along the corridor will be optimized during and after the construction. Additional topics discussed included the potential future cost of the partial interchange and the feasibility of procuring right of way for the partial interchange at this time, rather than waiting until the decision to construct the partial interchange is made. VDOT stated that the procurement of right of way needs and associated costs for potential future projects were not included in the scope or budget of this project.

Question: Can the Working Group get a copy of the cost/benefit analysis for the partial interchange versus the triple left intersection? Were the costs attributable to accidents at this intersection factored into the cost/benefit analysis?

Answer: A specific cost/benefit analysis between the two options was not done. Information about the two options and the rescoring of the project was presented to the Commonwealth Transportation Board (CTB) in their June 2018 meeting (http://www.ctb.virginia.gov/resources/2018/june/pres/10_route_7_rescore.pdf). The CTB approved the revised scope, budget, and recording during the July 2018 meeting (http://www.ctb.virginia.gov/resources/2018/sept/minutes_ctb_action_meeting_july_2018.pdf).

Question: Why wasn't HB2 funding requested to pay for the deficiency in funding for the entire project once bids were open and the shortage of funds to pay for 100% of the project were realized?

Answer:

The County applied for HB2 (Smart Scale) funding in 2015 and funds were approved in November 2015 in the amounts of \$77.3 million and \$62.3 million for Phases 1 and 2 respectively. The County also applied for FY2017 NVTAF funding that was approved in summer 2016 in the amount of \$10 million. Bids for the Route 7 widening project were opened on March 28, 2018, much later than both HB2 and NVTAF funds were approved and

authorized. Submissions for the next round of Smart Scale were due in August 2018, and funding will not be awarded until June 2019. These timeframes would not have allowed VDOT to award the design-build contract and would have resulted in additional cost increases and delays for the project. There was no Smart Scale (HB2) process open in April 2018 or June 2018. The Smart Scale process is only run once every two years.

Question: Can we get HB2 funding for this project to make up the cost difference between the triple left intersection and the partial interchange and submit a change order to the contractor?

Answer: The first chance to get HB2 funding will be June 2019, and to move the project forward and facilitate the corridor improvements, the decision was made by the state and the county to award the contract as revised. Requesting HB2 funding and accommodating the partial interchange through a change order will significantly affect the cost and the schedule.

Question: Can the design for the partial interchange be superimposed upon the design for the triple left intersection to create a visual representation of and to compare the right of way procurement involved with each option? Can VDOT provide Level of Service (LOS) projections for both options?

Answer: Comparisons of the previous partial grade separation and current at-grade intersection can be made, but a detailed overlay of the two has not been made since modifications have been made to the at-grade intersection alignment that are not consistent with the original grade separation. These modifications were made to reduce right-of-way and easement impacts necessary for completion of the at-grade intersection. Future overlays can be developed, but they may not reflect the final grade separation designs since temporary traffic control details, number of turn lanes, and ultimate grade separated alignments are not being developed as part of the current contract.

U-Turn at Jarrett Valley Drive

Kamal Suliman, VDOT, presented traffic count information for the weaving maneuvers that occur on westbound Route 7 near the intersection of Route 7 and the Dulles Toll Road (DTR) due to drivers exiting the eastbound DTR, crossing three lanes of westbound Route 7 traffic, and making a u-turn at Jarrett Valley Drive. A discussion of the potential safety issue due to the weaving maneuvers followed, with members of the Working Group suggesting options for reducing the u-turns at Jarrett Valley Drive:

- Add a “No U-Turns” sign at the intersection, or
- Place a concrete strip to prevent eastbound DTR drivers from attempting to weave through the westbound Route 7 traffic to make the u-turn.

VDOT stated that they will review the options for reducing the weaving and u-turns in this area.

ROUTE 7 CORRIDOR IMPROVEMENTS PROJECT

RESTON AVENUE TO JARRETT VALLEY DRIVE

WORKING GROUP

Next Meeting: **March 27, 2019, 1 p.m.**
 VDOT NOVA District Office
 Potomac Conference Room

Attachments: **Presentation slides, sign in sheet.**



ROUTE 7 CORRIDOR IMPROVEMENTS PROJECT

RESTON AVENUE TO JARRETT VALLEY DRIVE

Route 7 Working Group Meeting No. 20

Route 7 Project Team and Design-Build Team (Shirley/Dewberry)

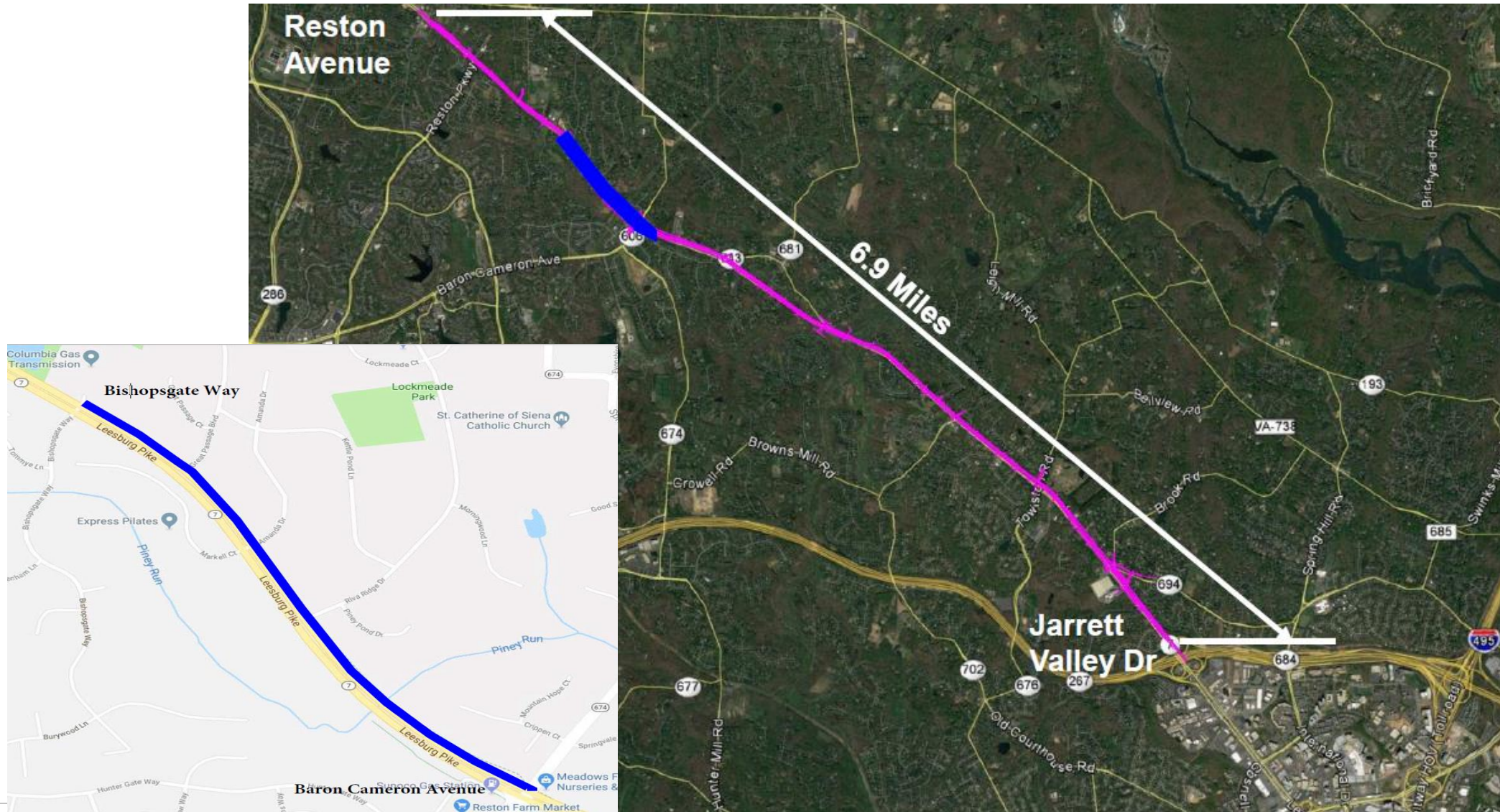
December 12th, 2018

Agenda

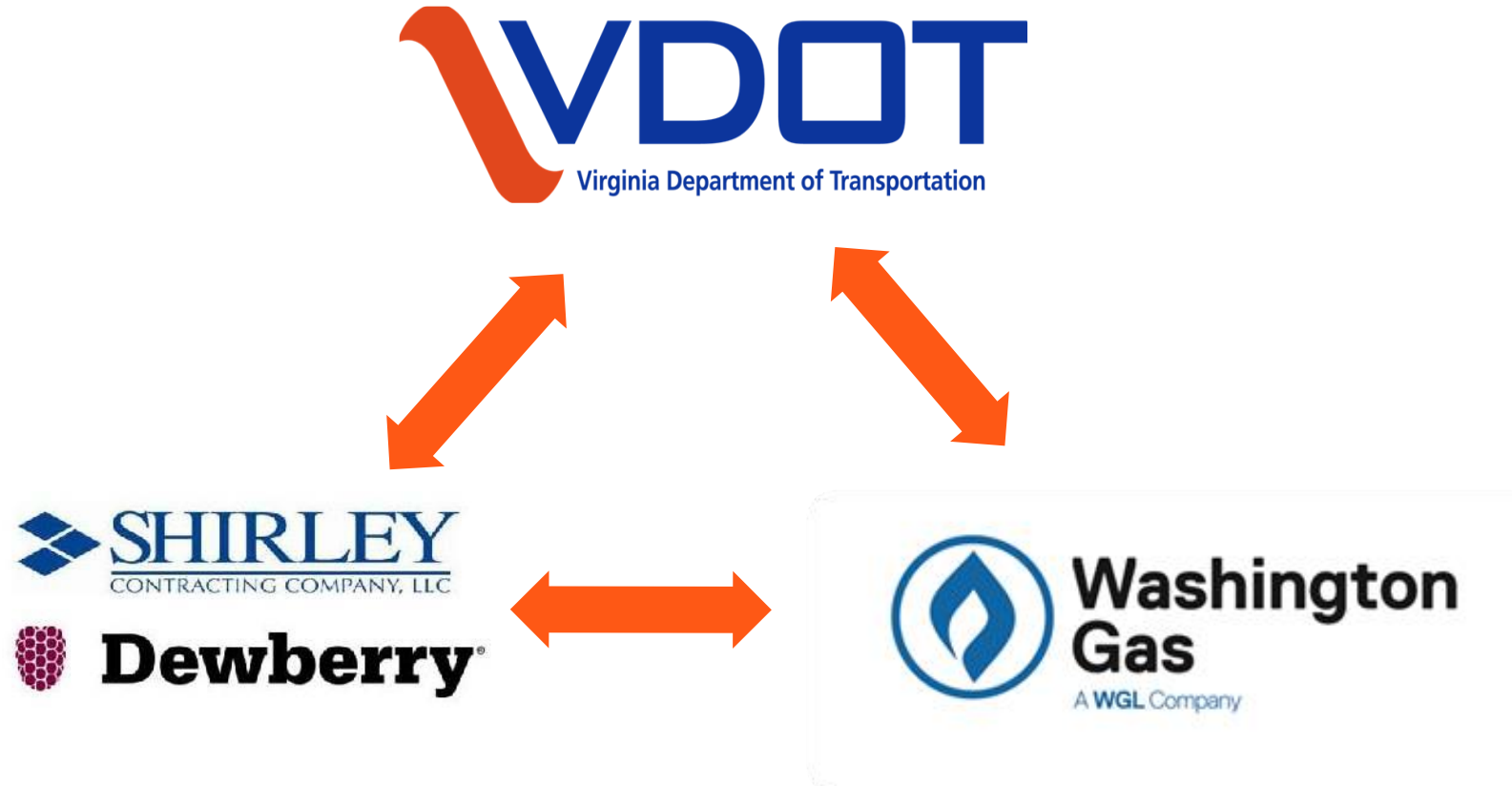


- Introductions
- Washington Gas Project Update
- Route 7 Project Update
- Schedule Update
- Sequence of Construction
- Communications and Outreach Update
- Working Group's Questions and Concerns
- Open Discussion
- U-Turn at Jarrett Valley Drive

Strip 1 West System Improvements Update



VDOT Route 7 Corridor Improvements & Washington Gas 24-inch Line Upgrade



Coordination and Communication

Strip 1 West System Improvements

Project Scope

- Install approximately 5,800 feet of 24-inch steel high pressure gas main
- Replace 2 services
- System reinforcement along Great Passage Blvd

Project Impacts

- ROW along Route 7 between Bishopsgate Way and Baron Cameron Avenue

Project Schedule

- ROW clearing through mid-October 2018
- Underground Construction October 2018 through February 2019

□ Contractor – Michel's Pipeline Construction

Strip 1 West System Improvements Update

Phase 1- Bishopsgate Way to Springvale Rd

- On schedule to be completed Spring 2019
- ROW clearing has been completed
- 25% of proposed pipeline installed
- Strip 2 - Auger Bore underneath Route 7 at Great Passage Blvd – January 2019
- Strip 1 - Horizontal Directional Drill underneath Piney Run – January 2019
- Planned night work (during one weekend) in January for pipeline installation
- Community notifications to be sent out 2 weeks prior, electronic signage and detour in place during the planned night work
- Intersection of Riva Ridge Rd and Leesburg Pike to be temporally closed during pipeline installation (approximately 2 days during the weekend)

Strip 1 West System Improvements Update

Phase 2 – Dulles Toll Road to Entrance of Luck Estates

- Coordinating the design with Shirley Contracting
- Utility locates scheduled for January 2019
- Underground construction tentatively scheduled in March 2019

Future Phases

- Washington Gas and Shirley Contracting are currently coordinating the design and construction sequencing on future phases
- All future phases will be constructed within the Rte. 7 Improvement project timeline

Strip 1 West System Improvements Update

For more information and project updates can be found at
www.washingtongas.com/strip1west

Route 7 Project Update



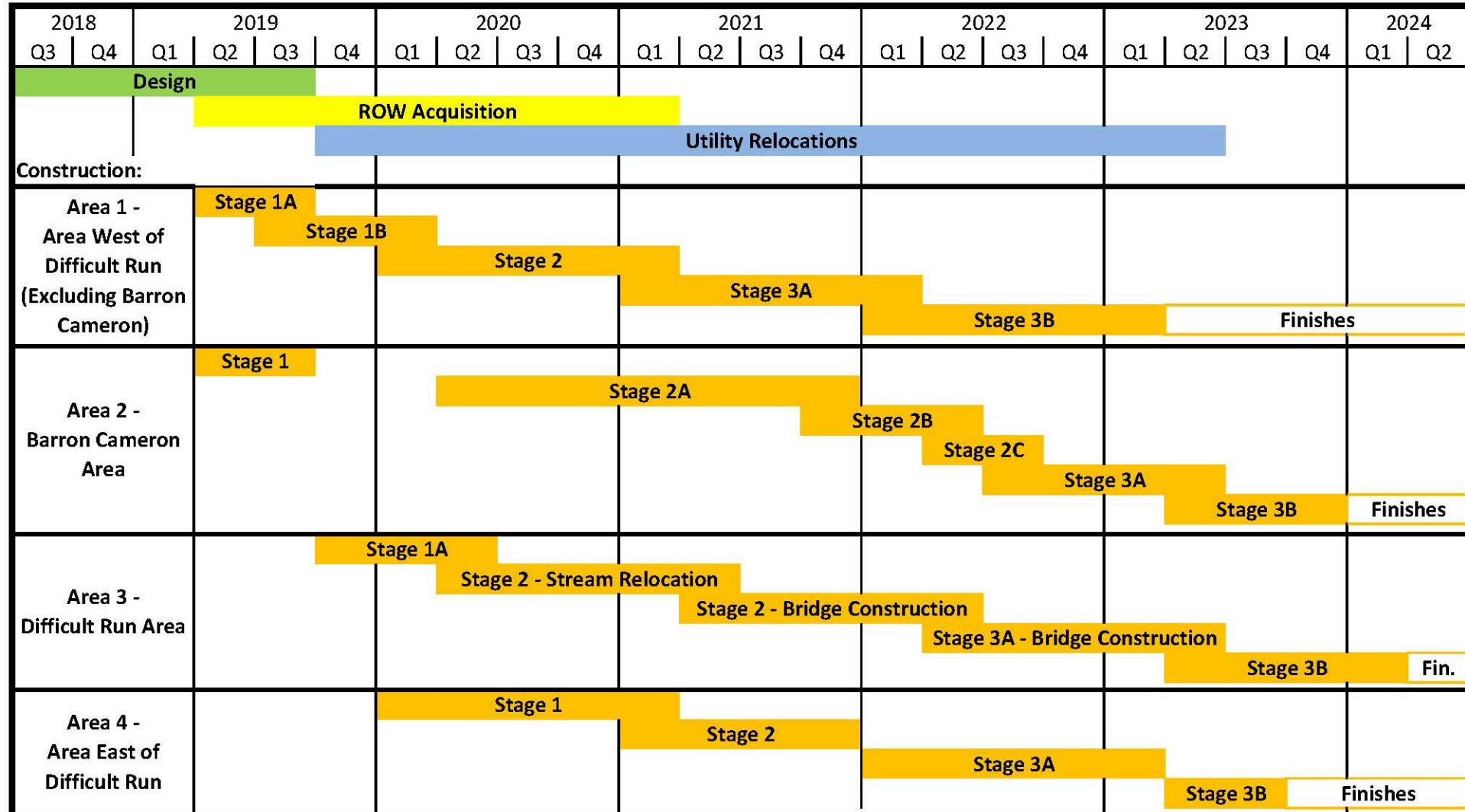
Completed Design Phase Activities

- Aerial Mapping
- Utility Designations
- Title Research & Property Surveys
- Wetland Delineations & Surveys
- Video Inspections of Existing Drainage Pipes
- Field Surveys of Existing Conditions
- Final Roadway Horizontal/Vertical Alignment

Ongoing Design Phase Activities

- Utility Test Pits
- Existing Drain Field Surveys
- Geotechnical Field & Lab Work
- Traffic Management Design
- SWM & Drainage Design
- Hydrologic & Hydraulic Analysis
- Retaining Wall Layout
- Noise Modeling & Analysis

Design-Build Project Schedule



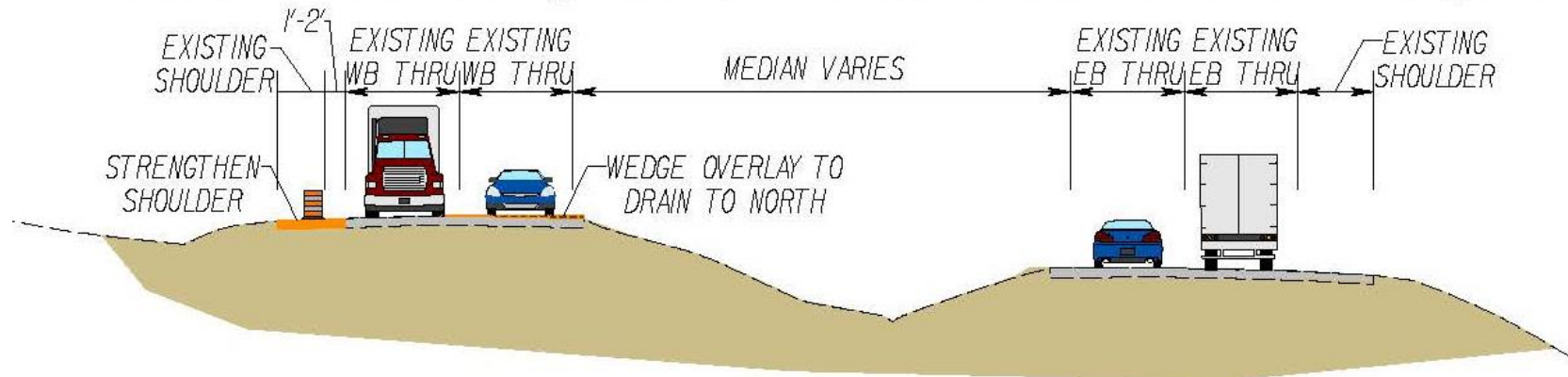
Sequence of Construction

Area 1 – West of Difficult Run

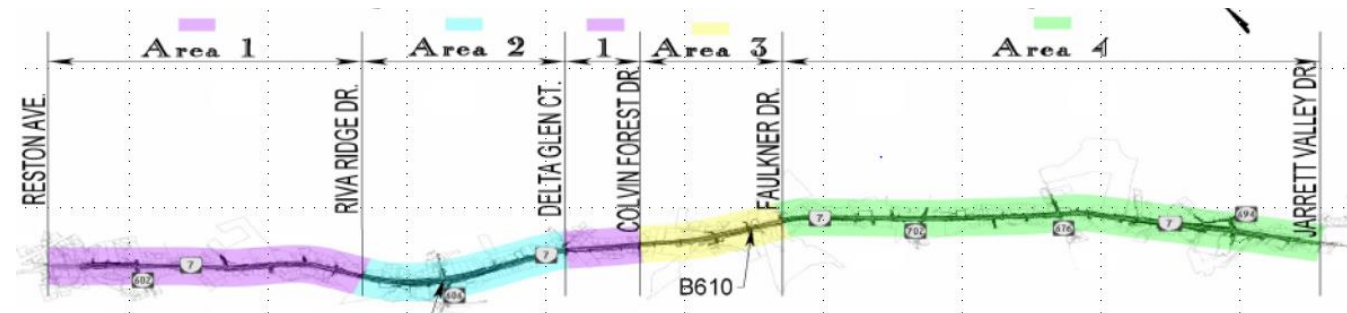
(Excluding Baron Cameron)



STAGE 1A: Strengthen WB Outside Shoulder and Wedge Overlay



Spring to Summer 2019

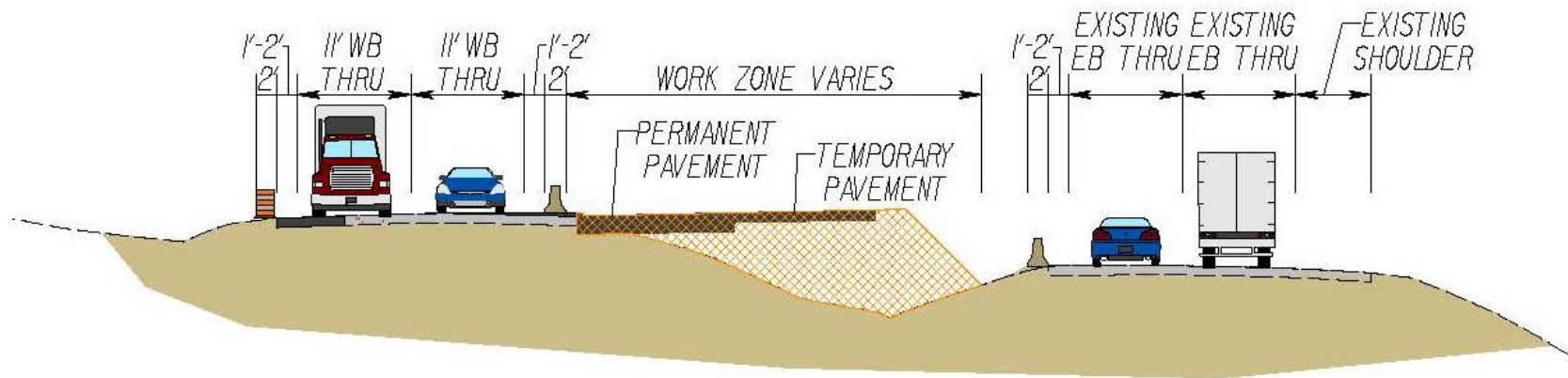


Sequence of Construction

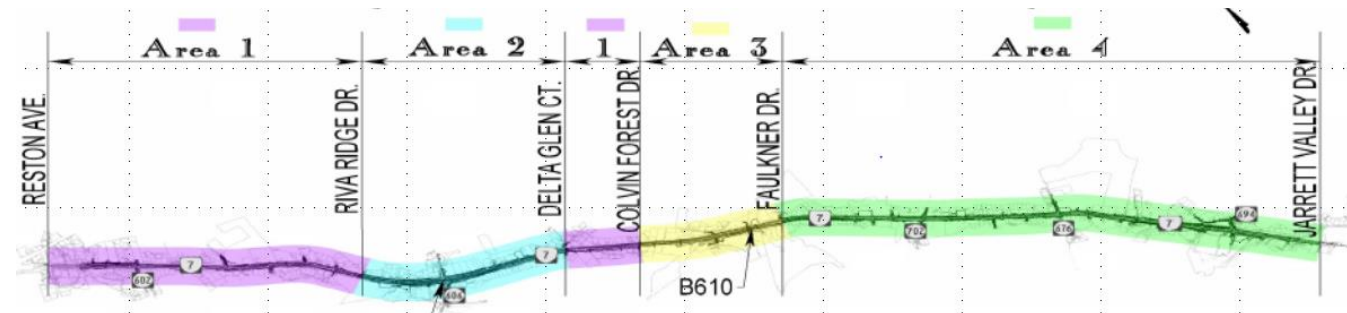
Area 1 – West of Difficult Run (Excluding Baron Cameron)



STAGE 1B: Construct Median Pavement

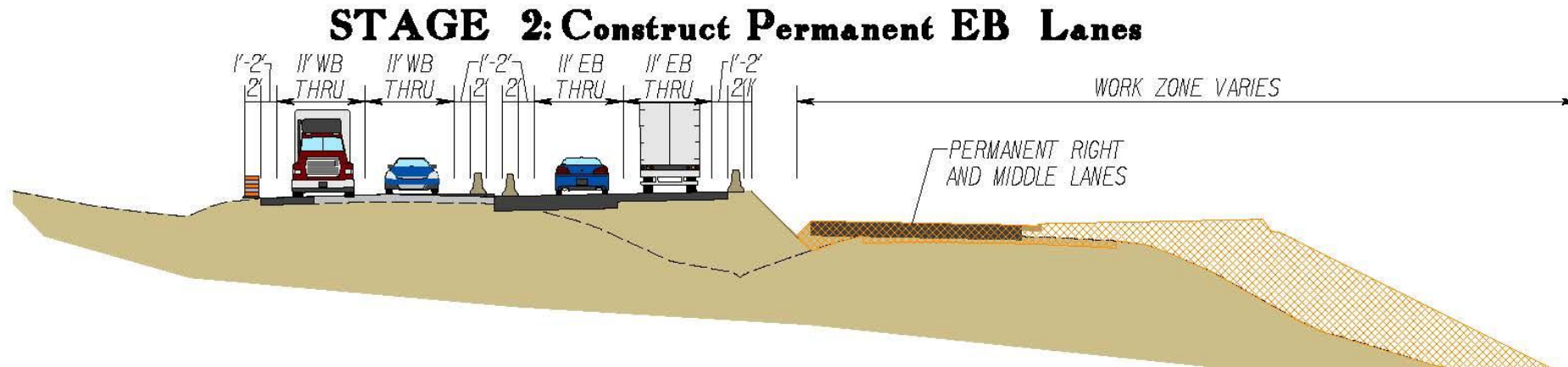


Summer 2019 to Spring 2020

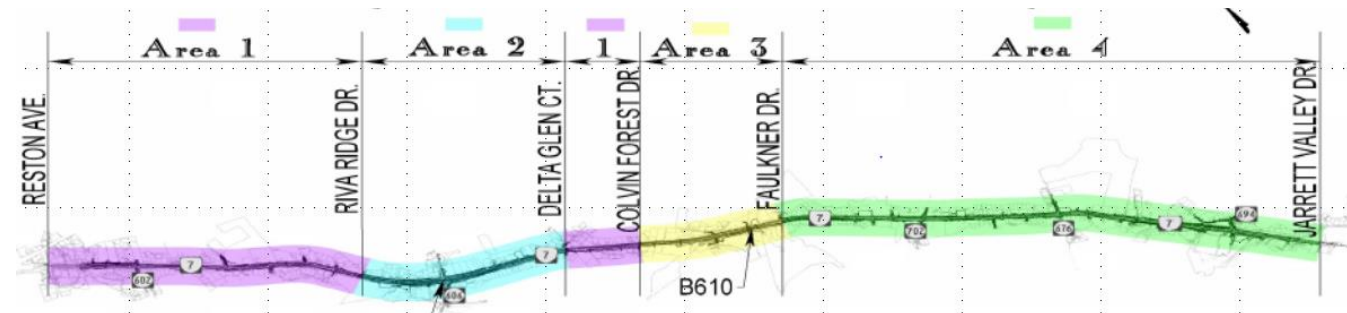


Sequence of Construction

Area 1 – West of Difficult Run (Excluding Baron Cameron)



Spring 2020 to Spring 2021

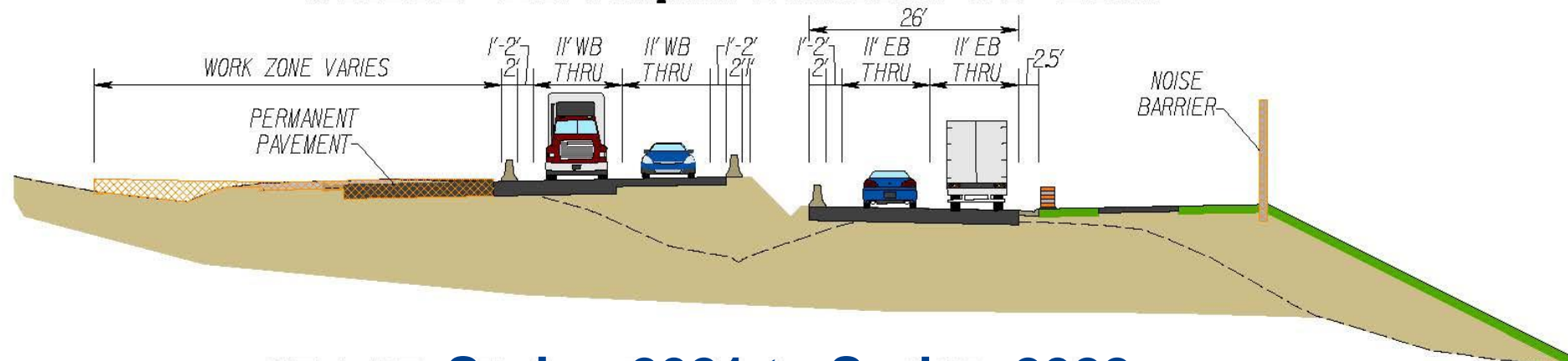


Sequence of Construction

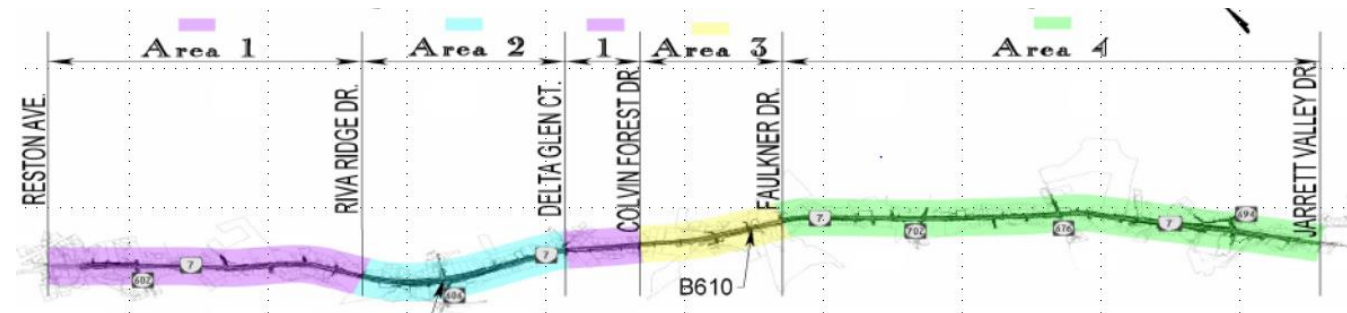
Area 1 – West of Difficult Run (Excluding Baron Cameron)



STAGE 3A: Complete Permanent WB Lanes



Spring 2021 to Spring 2022

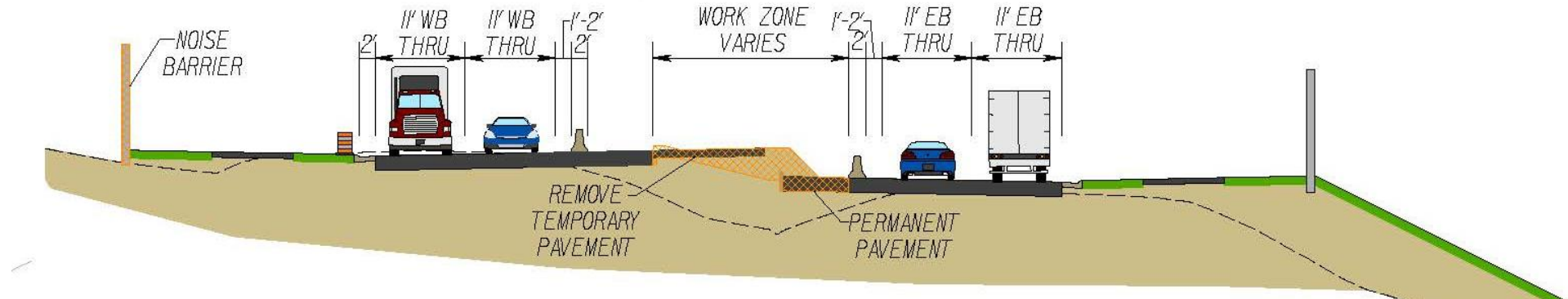


Sequence of Construction

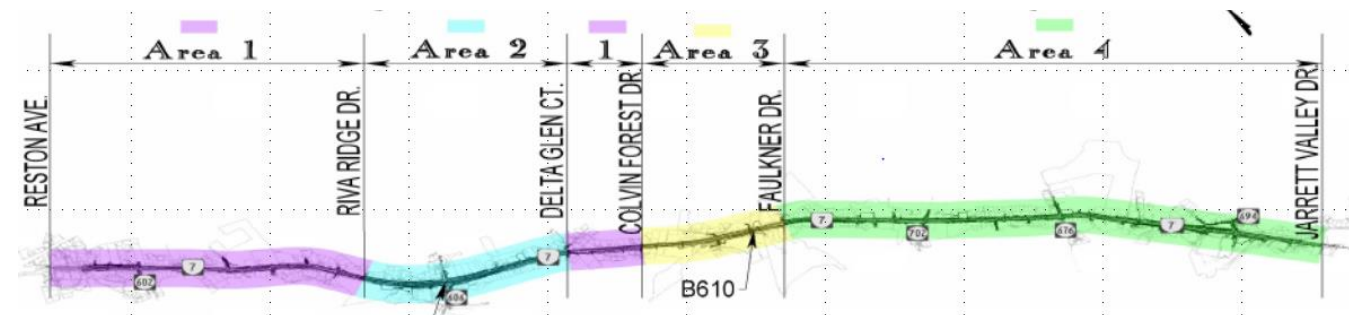
Area 1 – West of Difficult Run (Excluding Baron Cameron)



STAGE 3B: Complete Median and Noise Barriers



Spring 2022 to Summer 2023

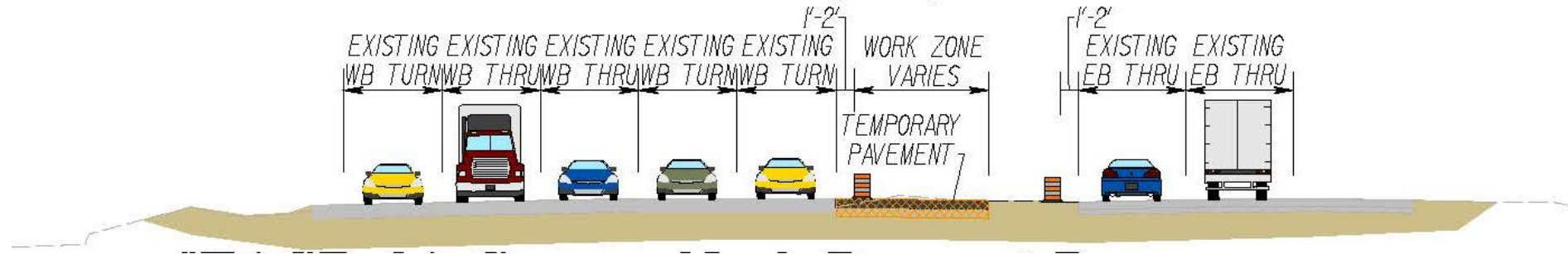


Sequence of Construction

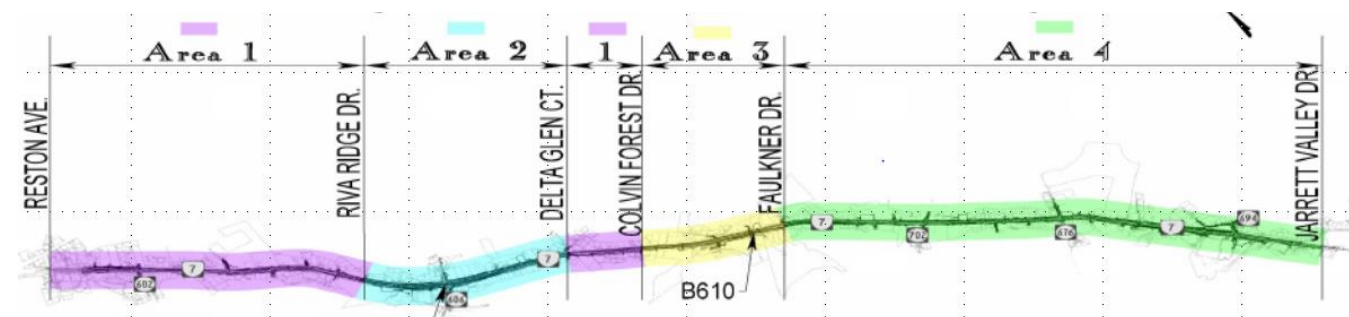
Area 2 – Baron Cameron Area



STAGE 1: Construct Temporary Pavement



Summer 2019

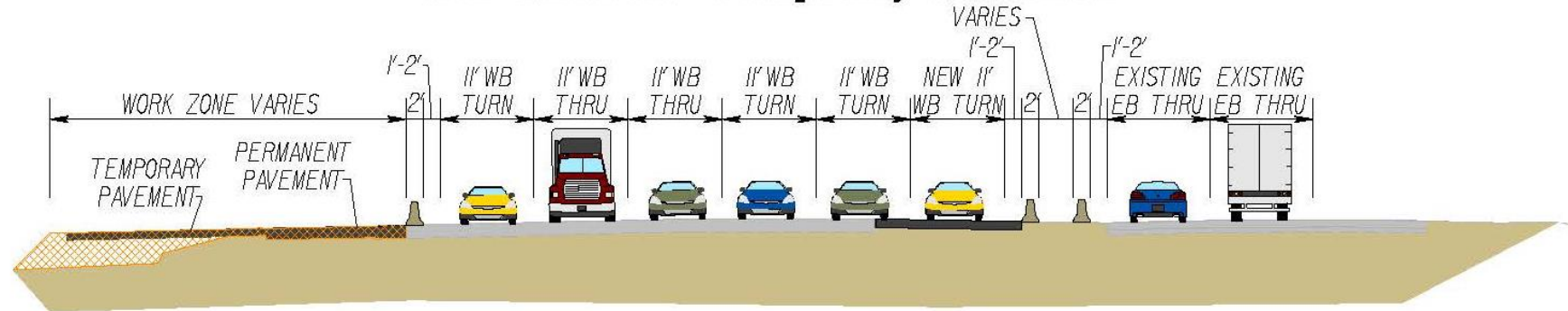


Sequence of Construction

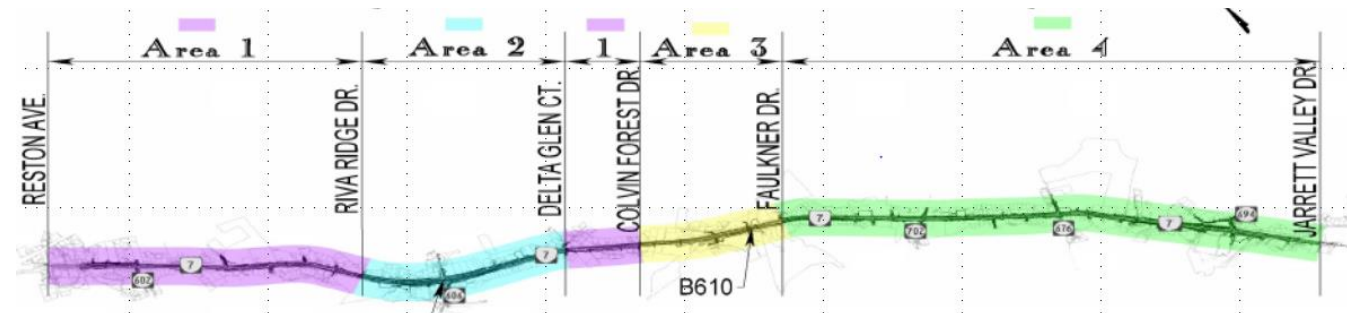
Area 2 – Baron Cameron Area



STAGE 2A: Construct North Portion of Permanent WB Lane & Temporary Pavement



Summer 2020 to Fall 2021

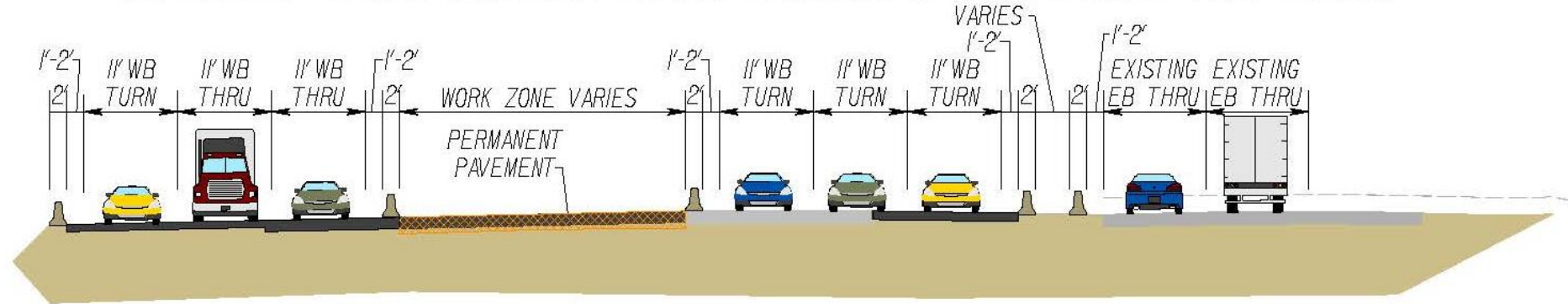


Sequence of Construction

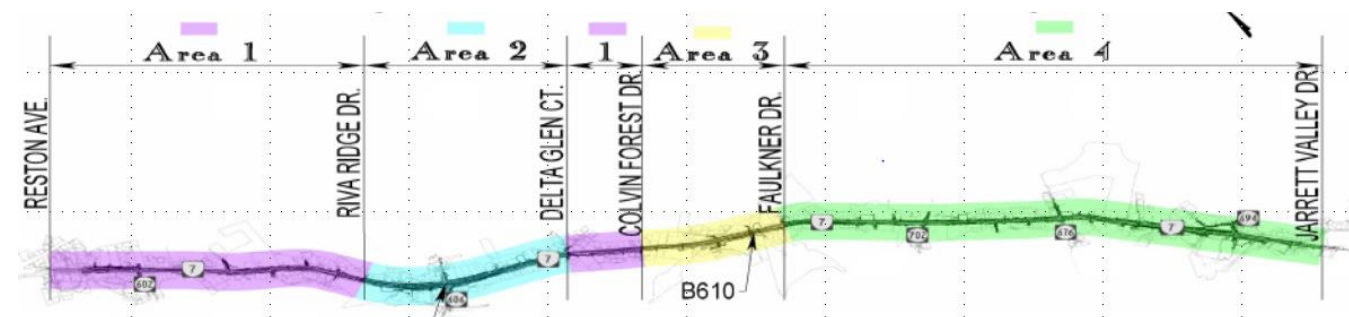
Area 2 – Baron Cameron Area



STAGE 2B: Construct Middle Portion of Permanent WB Lanes



Fall 2021 to Summer 2022

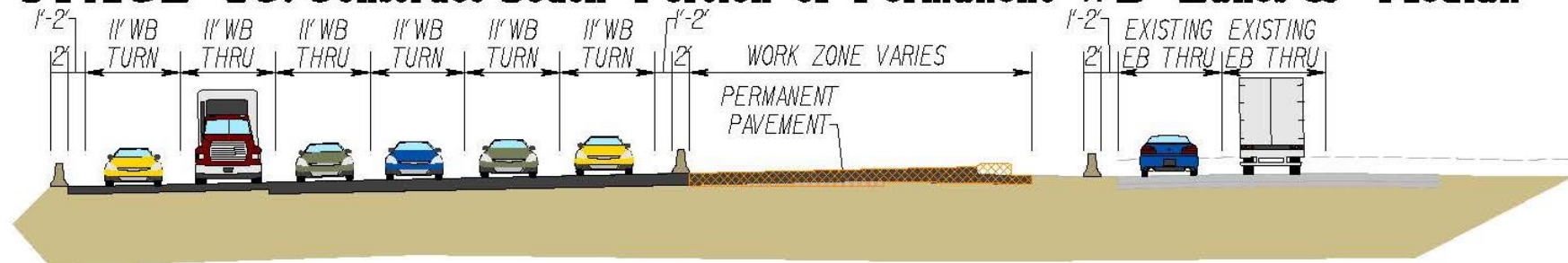


Sequence of Construction

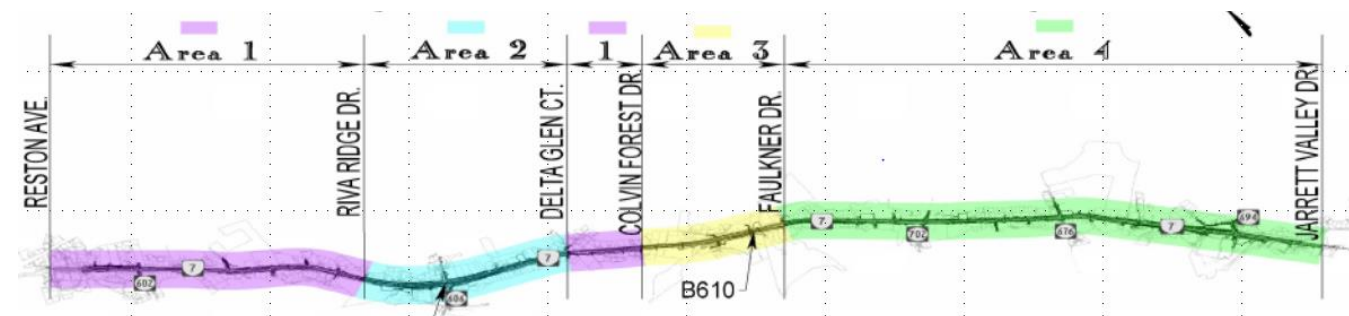
Area 2 – Baron Cameron Area



STAGE 2C: Construct South Portion of Permanent WB Lanes & Median

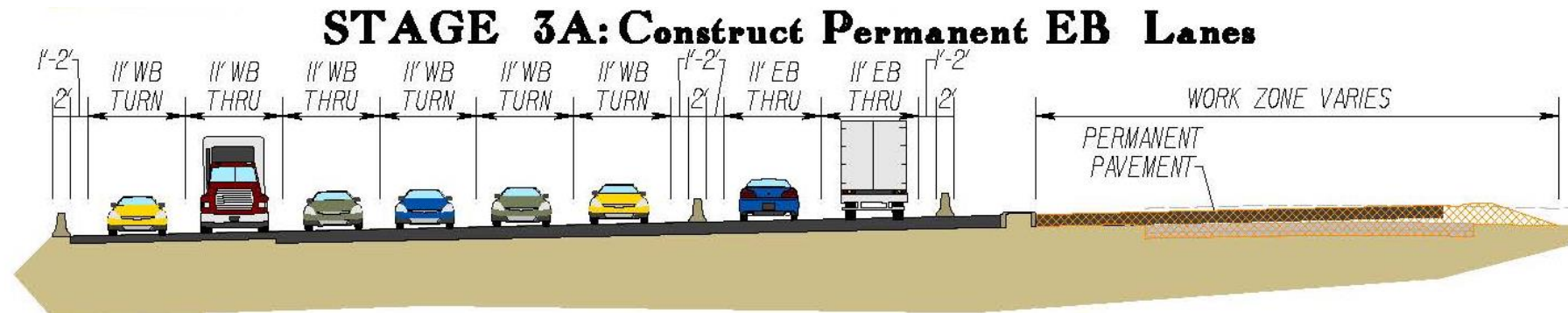


Summer to Fall 2022

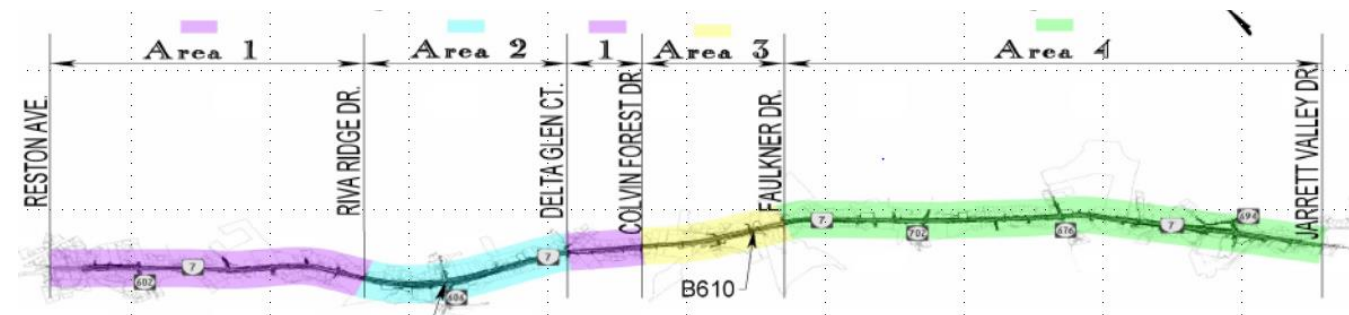


Sequence of Construction

Area 2 – Baron Cameron Area



Fall 2022 to Summer 2023

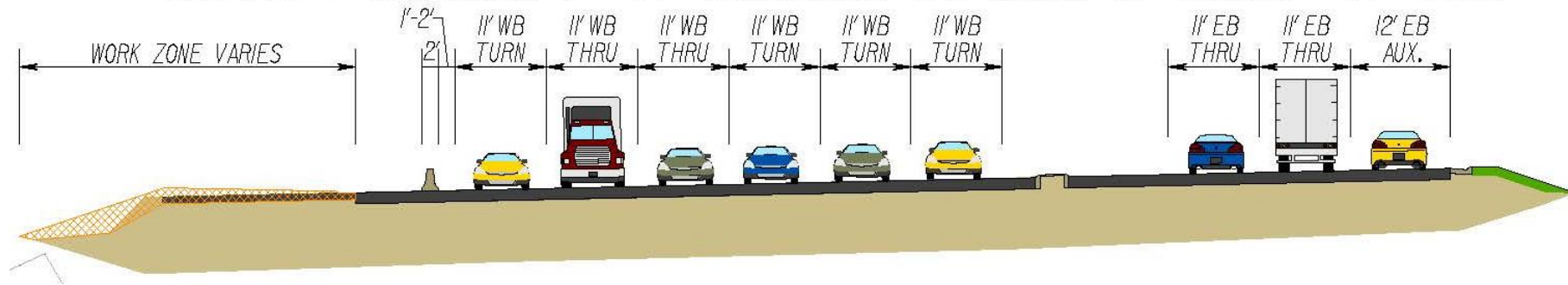


Sequence of Construction

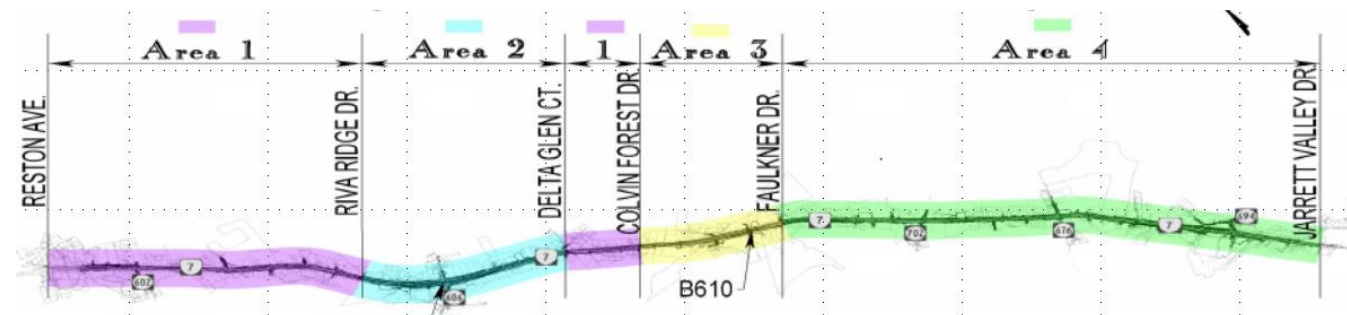
Area 2 – Baron Cameron Area



STAGE 3B: Remove WB Temporary Pavement & Install WB Curb



Summer 2023 to Summer 2024

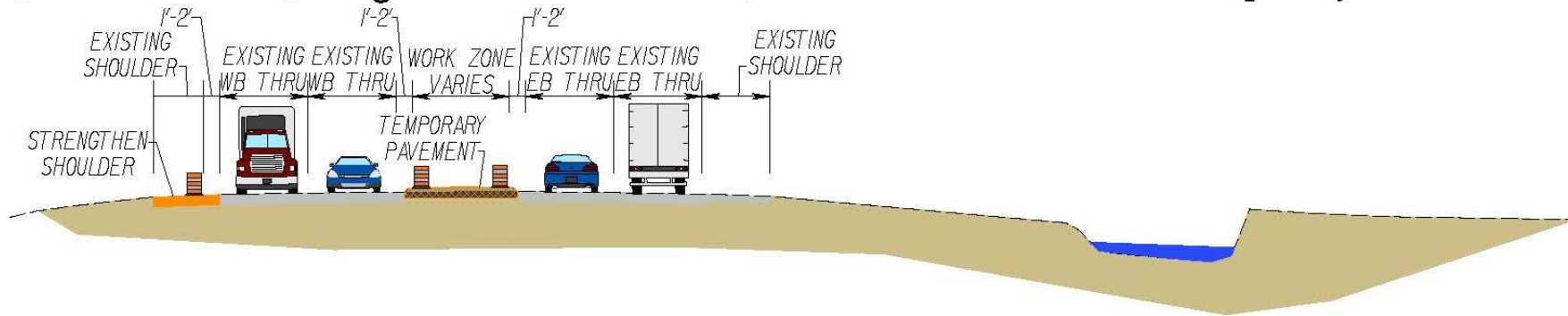


Sequence of Construction

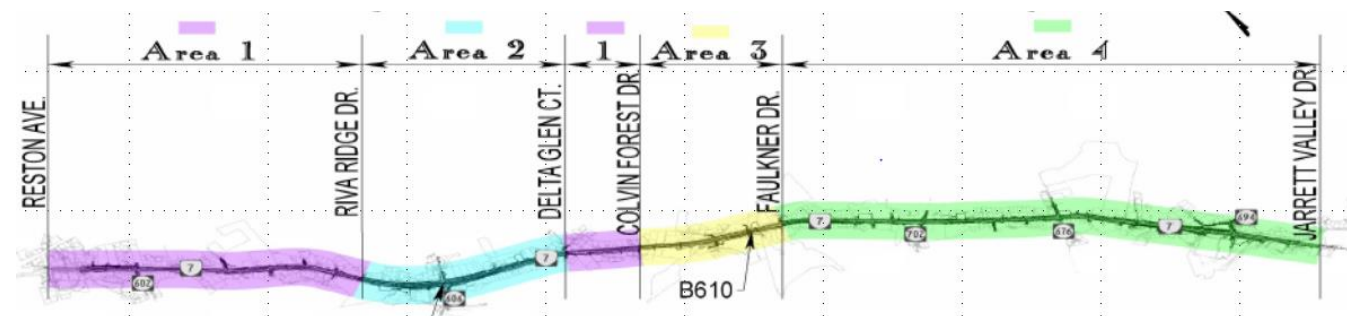
Area 3 – Difficult Run Area



STAGE 1A: Strengthen WB Outside Shoulder & Construct Temporary Pavement

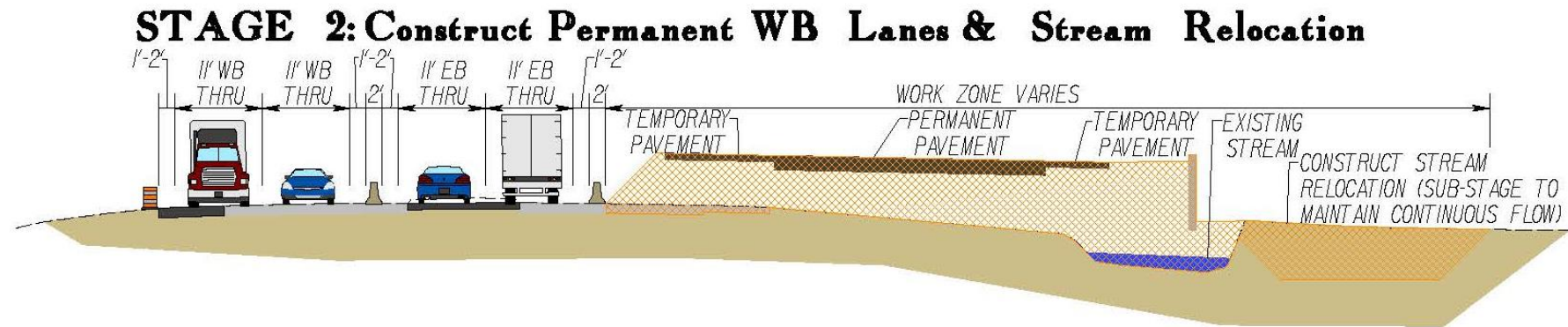


Fall 2019 to Summer 2020

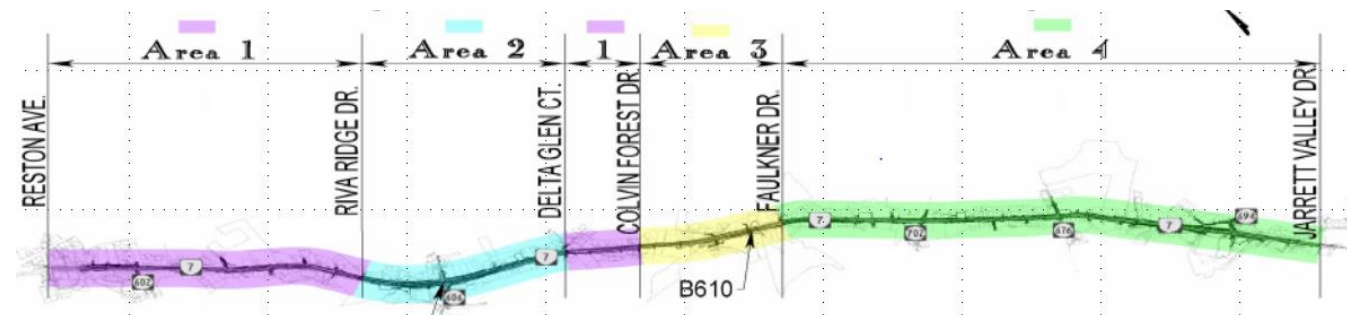


Sequence of Construction

Area 3 – Difficult Run Area



Summer 2020 to Summer 2022

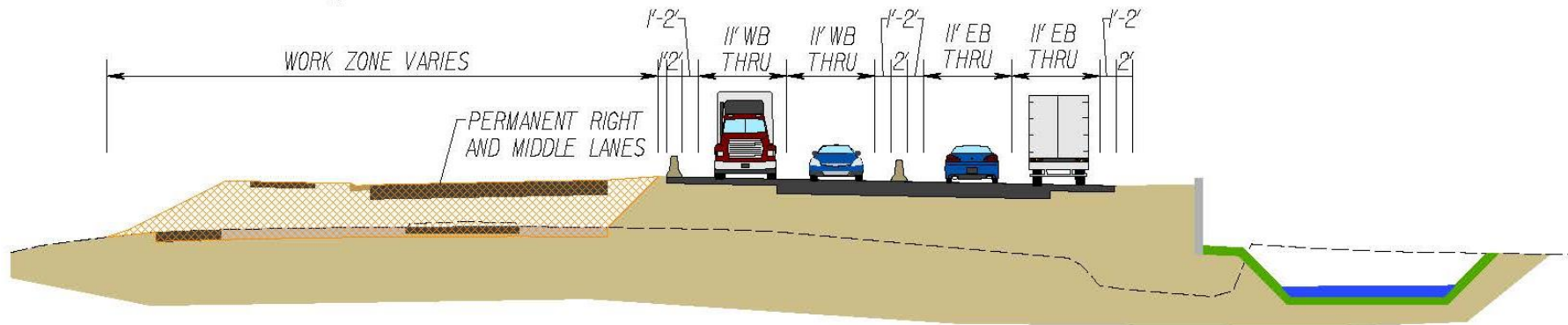


Sequence of Construction

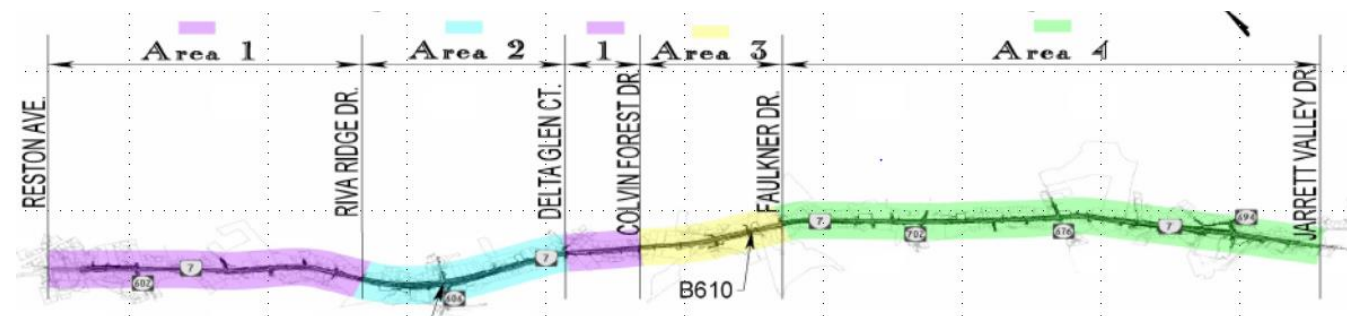
Area 3 – Difficult Run Area



STAGE 3A: Construct Permanent WB Lanes



Summer 2022 to Summer 2023

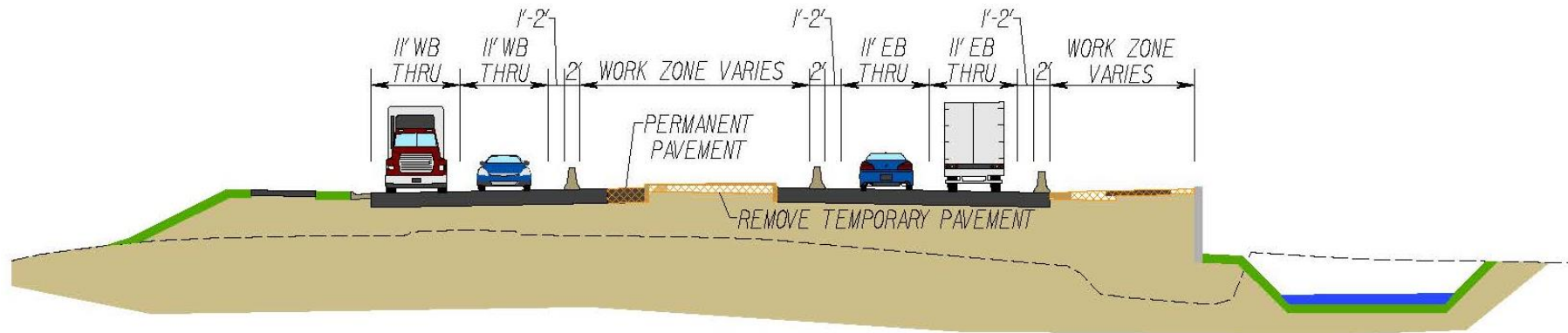


Sequence of Construction

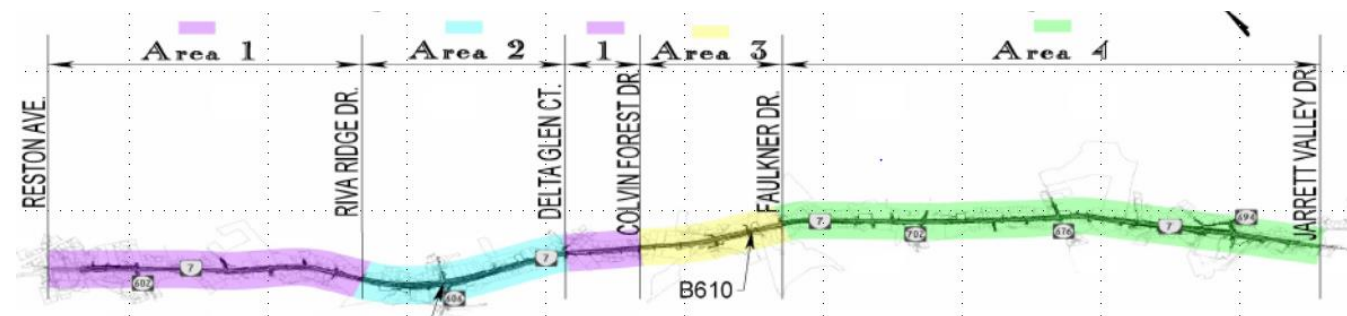
Area 3 – Difficult Run Area



STAGE 3C: Complete Pavement & Median



Summer 2023 to Summer 2024

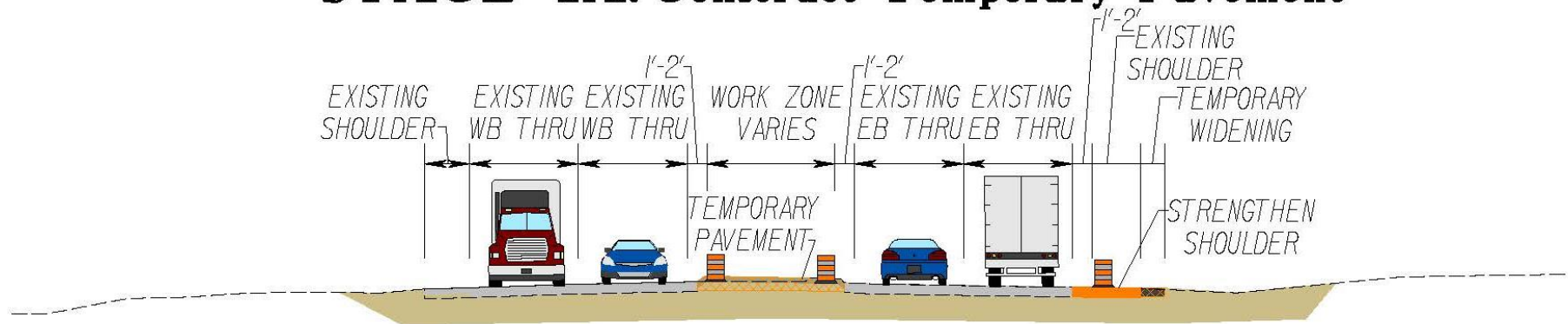


Sequence of Construction

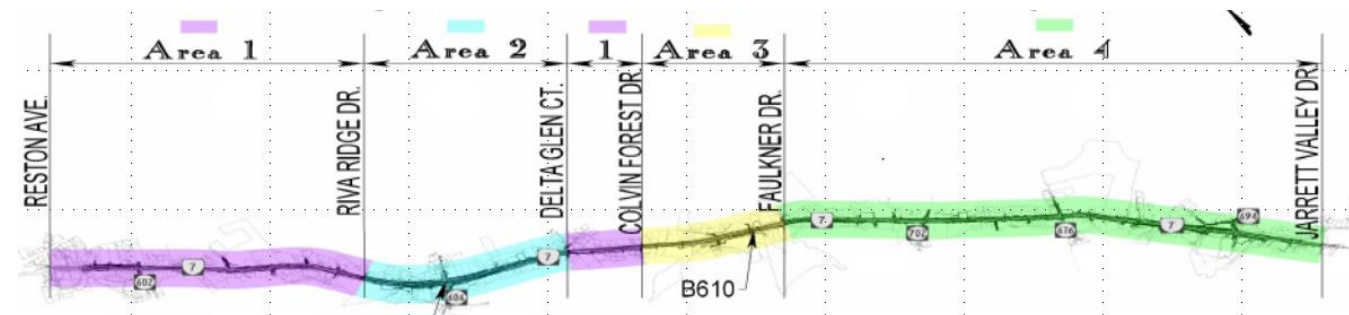
Area 4 – East of Difficult Run



STAGE 1A: Construct Temporary Pavement



Winter 2020 to Winter 2021

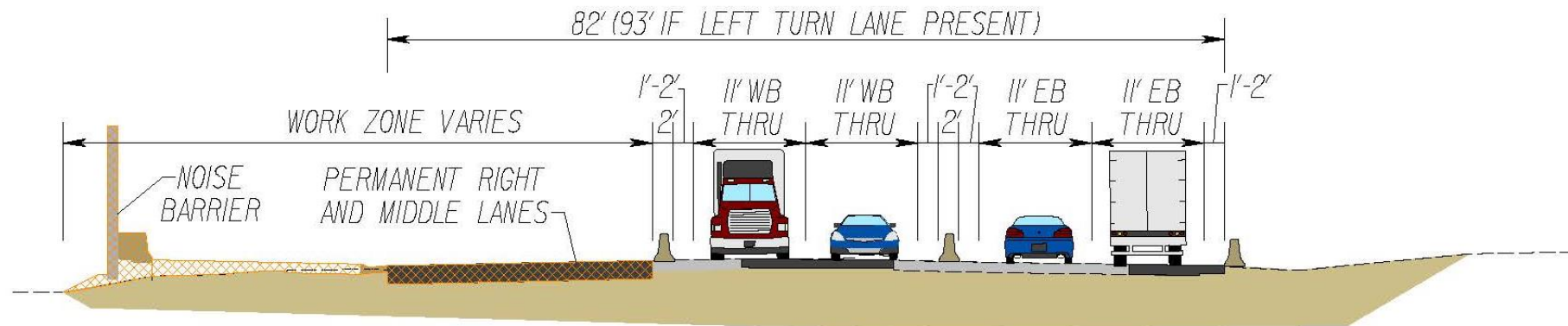


Sequence of Construction

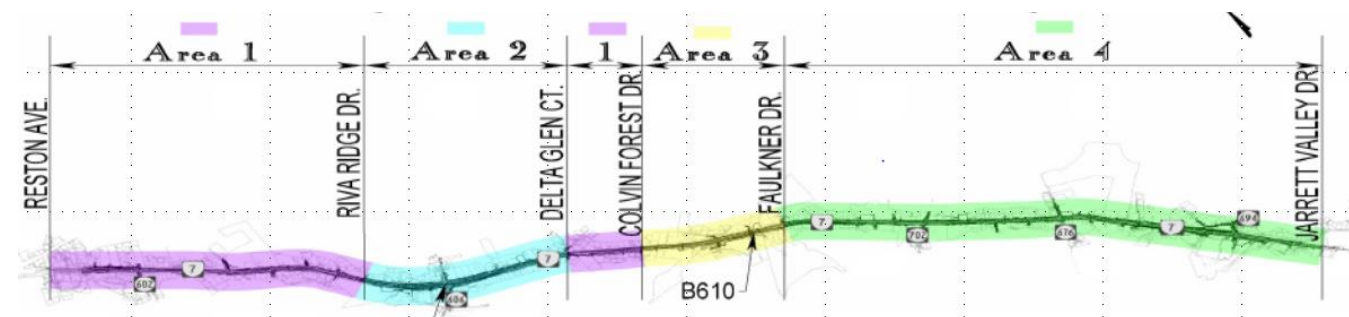
Area 4 – East of Difficult Run



STAGE 2: Construct Permanent WB Lanes



Winter 2021 to Winter 2022

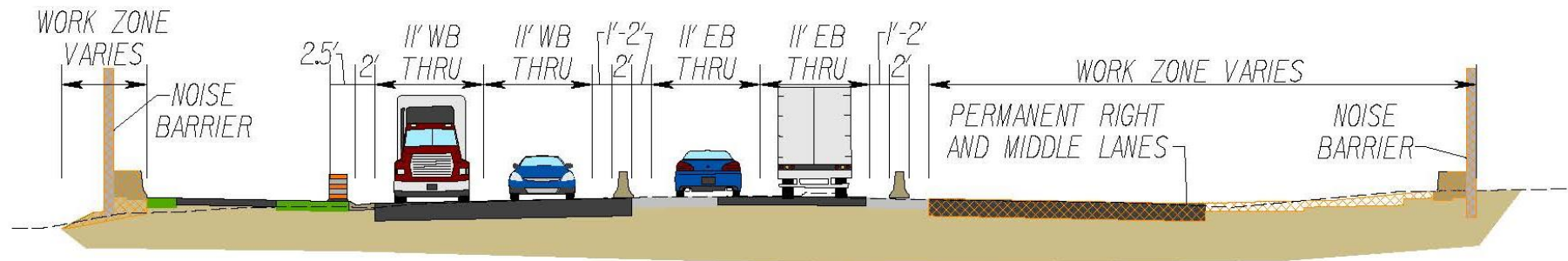


Sequence of Construction

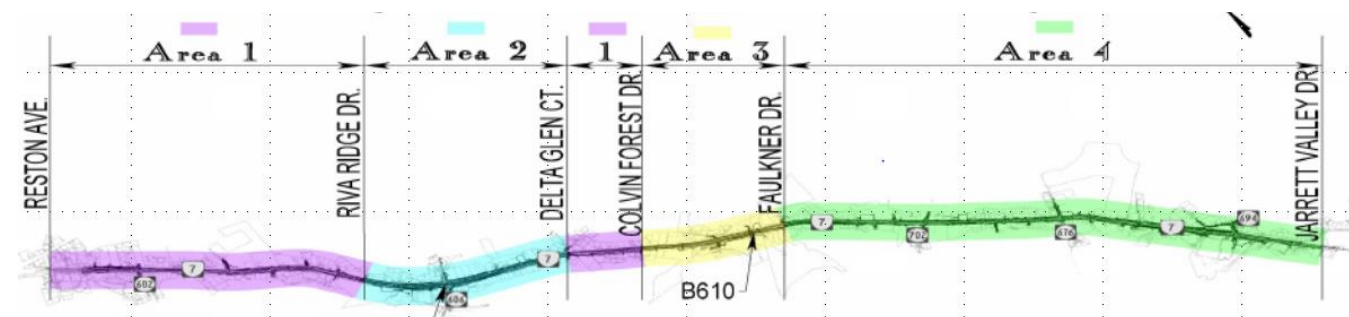
Area 4 – East of Difficult Run



STAGE 3A: Construct Permanent EB Lanes



Winter 2022 to Spring 2023

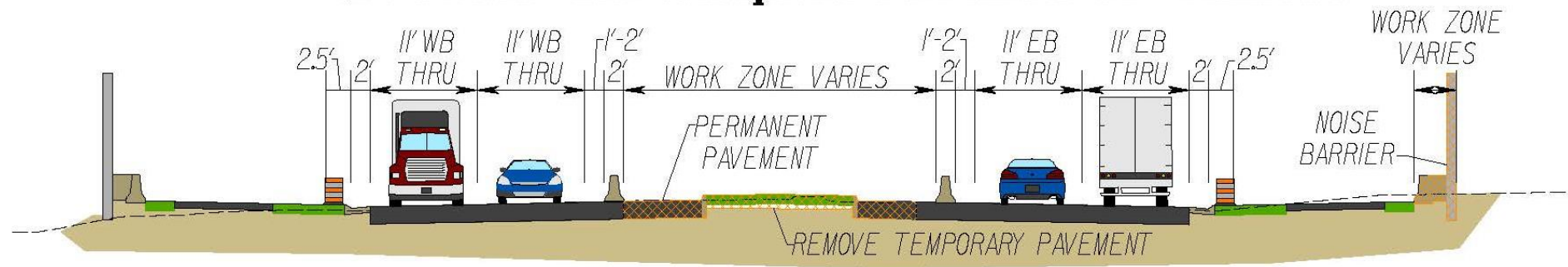


Sequence of Construction

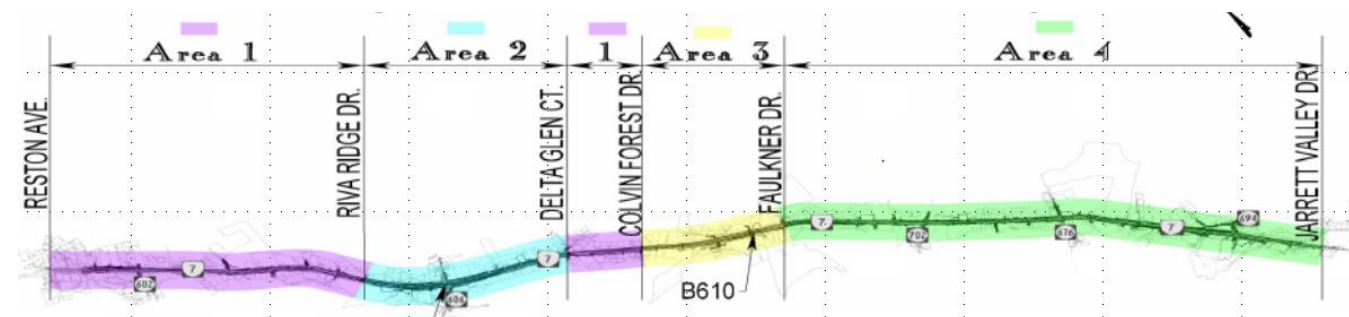
Area 4 – East of Difficult Run



STAGE 3B: Complete Pavement & Median



Spring 2023 to Summer 2024



Communications and Outreach Update

Recent Activities:

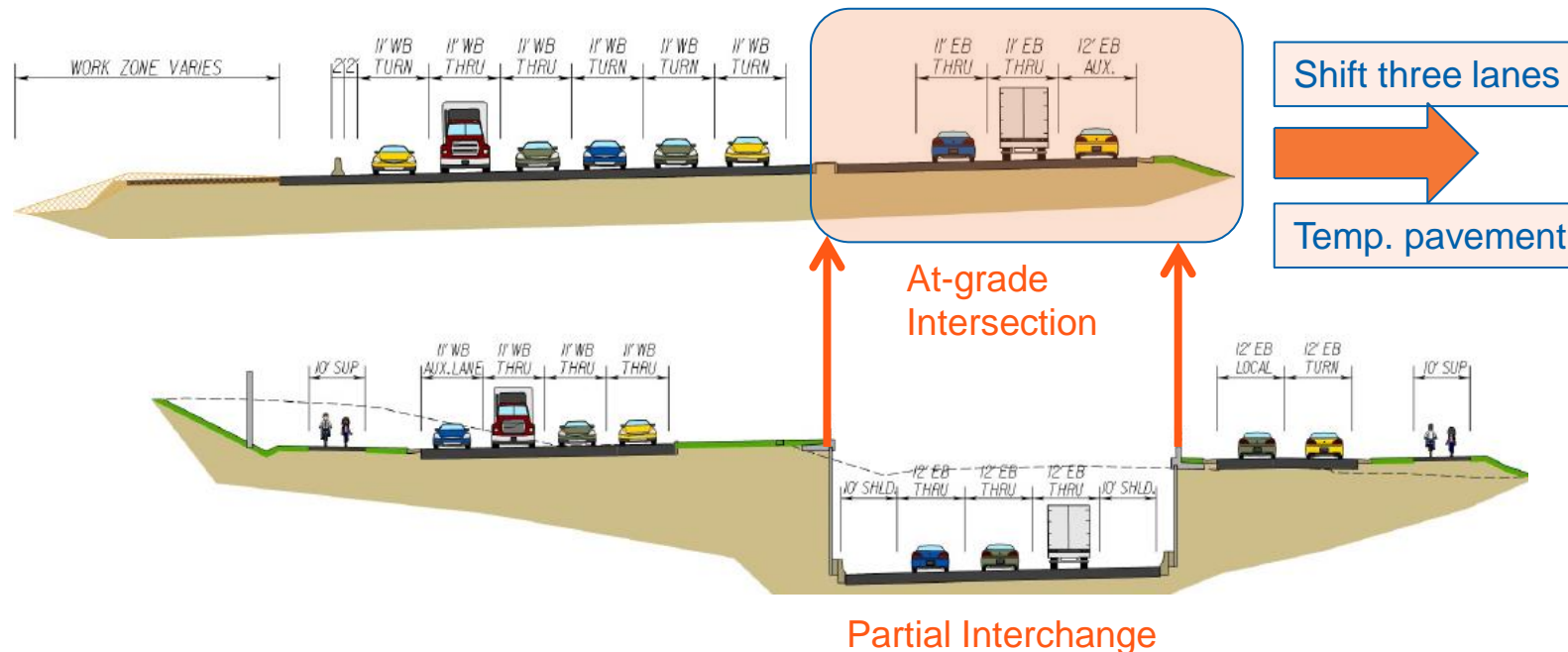
- Weekly lane closures emailed to Working Group and others, listed on project web site and in Virginia 511 system – ongoing
- Notification of staging area to adjacent businesses and HOA
- Project hotline: 833-777-7411
- Stakeholder list development ongoing, 300+ organizations and individuals identified
- Meeting with Towlston Area Residents on November 27
- December newsletter to be sent to ~2,100 email list subscribers
- Stakeholder project update email sent

Upcoming Activities:

- Public meetings—early 2019
- “Pardon Our Dust” meetings prior to major construction phases

Can Route 7/Baron Cameron Ave/Springvale Rd at-grade intersection be easily upgraded in the future to the desired partial interchange?

The at-grade intersection would not preclude upgrading to a partial interchange. Additional temporary pavement would be required to maintain traffic during construction of the depressed EB lanes and bridge.



Is it possible to acquire right-of-way with current project for the future partial interchange?



VDOT cannot acquire right-of-way (nor establish limited access lines) now for the future partial interchange due to budgetary constraints. Additional right-of-way and easements, beyond originally anticipated, would likely be needed to convert from the at-grade to future partial interchange.

What is the cost to construct the partial interchange within the current construction schedule versus the cost to construct if it is a future project?

The preliminary estimated construction cost of adding the partial interchange now is approximately \$29M (including necessary utility relocations and right of way), and could be up to \$34M in the future (subject to change due to inflation).

What are the Benefits of Triple Left at Baron Cameron At-Grade Intersection?



- 8% average reduction in delay for all movements (not just the WB lefts) as compared to a WB double left turn lane
- 35% reduction in queue length for the WB Route 7 to SB Baron Cameron Ave lefts
- 40% delay reduction for movement with highest delay in PM peak (NB Baron Cameron Ave left turns to WB Route 7)
- AM intersection LOS improves from LOS E to LOS D, PM intersection LOS remains LOS E but intersection delay reduces by 10%

Concern: Without the partial interchange, it is anticipated that the congestion will add 15+ minutes to the commute.



In the morning peak period:

- Travel time eastbound from Reston Pkwy to Beulah Rd, with the **at-grade intersection** at Baron Cameron, is expected to be **just short of 6 minutes**.
- Travel time between same two points with the **partial interchange** is expected to be **5 minutes**, representing less than one minute difference.

In the afternoon peak period:

- Travel time westbound with the **at-grade intersection** between the same two points expected to be **approximately 5.6 minutes**.
- Travel time between the same two points with the **partial interchange** is expected to be **approximately 5.3 minutes**, representing approximately 16 seconds difference.

Concern: Added congestion without the Partial Interchange



A difference of 49.2 seconds

5.88 minutes

5.06 minutes

Table 32: Travel Time Summary – Eastbound Route 7

Intersection	Eastbound Travel Times (min)			
	2040 AM Conventional	2040 AM Build	2040 PM Conventional	2040 PM Build
Section 1 (Reston Parkway to Baron Cameron Ave/Springvale Rd)	2.35	1.80	2.31	1.67
Section 2 (Baron Cameron Ave/Springvale Rd to Beulah Rd/Forestville Dr)	3.53	3.26	2.91	3.20
Section 3 (Beulah Rd/Forestville Dr to Dulles Toll Road WB Off-Ramp/Jarrett Valley Dr)	2.85	3.45	3.01	3.17
Total Eastbound Travel Time (Reston Parkway to Dulles Toll Road WB Off-Ramp/Jarrett Valley Dr)	8.78	8.55	8.25	8.18

Table 31: Travel Time Summary – Westbound Route 7

Intersection	Westbound Travel Times (min)			
	2040 AM Conventional	2040 AM Build	2040 PM Conventional	2040 PM Build
Section 1 (Dulles Toll Road WB Off-Ramp/Jarrett Valley Dr to Beulah Rd/Forestville Dr)	3.77	4.69	6.13	3.49
Section 2 (Beulah Rd/Forestville Dr to Baron Cameron Ave/Springvale Rd)	2.85	3.38	3.36	3.45
Section 3 (Baron Cameron Ave/Springvale to Reston Parkway)	1.74	1.78	2.25	1.90
Total Westbound Travel Time (Dulles Toll Road WB Off-Ramp/Jarrett Valley Dr to Reston Parkway)	8.34	9.98	11.92	9.07

5.61 minutes

A difference of 15.6 seconds

5.35 minutes

NOTE:
Conventional = At-Grade Improvements
Build = Partial Interchange

How will VDOT improve Delay and LOS at Baron Cameron Ave intersection?



A shorter cycle length will be considered for additional relief of delays in the early years. By 2040, the longer cycle length will be needed. Triple lefts at the intersection improves LOS for left and through movements in year 2021. VDOT is also providing a free-flow right turn from Baron Cameron Avenue to eastbound.

PM Peak Hour Volumes - 240 Second Cycle Length

Baron Cameron	Approach	Movement	2021 Dual WB Lefts		2021 Triple WB Lefts		2040 Dual WB Lefts		2040 Triple WB Lefts	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
	NB	Left	107	F	107	F	181.7	F	181.7	F
		Through	109	F	109	F	257.5	F	257.5	F
		Right	43.3	D	71.3	E	39.7	D	68.9	E
	SB	Left	219.5	F	219.5	F	549.2	F	549.2	F
		Through	112.6	F	112.6	F	279.6	F	279.6	F
		Right								
	WB	Left	102.8	F	113.8	F	91	F	101.9	F
		Through	11.4	B	11.4	B	117.3	F	117.3	F
		Right	10.4	B	10.4	B	7.5	A	7.5	A
	EB	Left	229.4	F	229.4	F	222.4	F	222.4	F
		Through	45.1	D	35.2	D	64.1	E	47.8	D
		Right	0.1	A	7.5	A	0.2	A	11.8	B
		Intersection	45	D	47.8	D	106.5	F	108.2	F

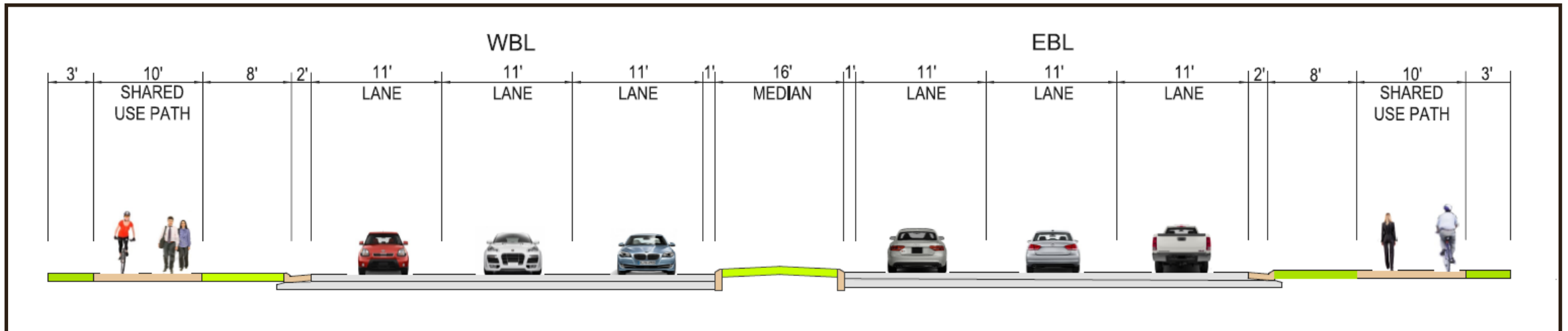
PM Peak Hour Volumes - 120 Second Cycle Length

Baron Cameron	Approach	Movement	2021 Dual WB Lefts		2021 Triple WB Lefts		2040 Dual WB Lefts		2040 Triple WB Lefts	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
	NB	Left	77.6	E	77.6	E	157	F	157	F
		Through	74.9	E	74.9	E	392.6	F	392.6	F
		Right	16.7	B	24.7	C	25	C	35.5	D
	SB	Left	84.5	F	84.5	F	81.2	F	81.2	F
		Through	52.4	D	52.4	D	214.5	F	214.5	F
		Right								
	WB	Left	56.4	E	48.8	D	232.3	F	55.1	E
		Through	34.5	C	34.5	C	525.3	F	525.3	F
		Right	11.5	B	11.5	B	9.9	A	9.9	A
	EB	Left	77.4	E	77.4	E	104.7	F	104.7	F
		Through	45.1	D	37.5	D	196.8	F	56.7	E
		Right	0.1	A	88.2	F	0.2	A	55.1	E
		Intersection	40.1	D	41.3	D	318.3	F	272.7	F

Confirm that Improvements will not preclude future transit, such as BRT, to travel unimpeded through the corridor



Buses can travel in one of the travel lanes with signal preemption/ priority or an alternating one-way public transit route can be built along the 16' median, with improvements at the intersections (where the median is only 4' wide for turn bays). Alternately, an elevated transit facility could be constructed, except in Tysons Corner where the Silver Line conflicts.



Concern with the number and size of SWM ponds under Current Regulations vs Grandfathering



Under New Guidelines (for projects constructed after July 1, 2019):

- All impervious area would have to be treated.
- At least 14 SWM ponds would be required, resulting in additional property acquisition, construction costs, and additional long-term maintenance.

Under Grandfathered Guidelines:

- Treat only added impervious area
- Allows for reduction in number and sizes of ponds resulting in costs savings with respect to less property acquisition, earthwork, construction, and long-term maintenance.
- Cost savings is approximately \$3.0 million (could be substantially more depending on ROW costs).

Open Discussion

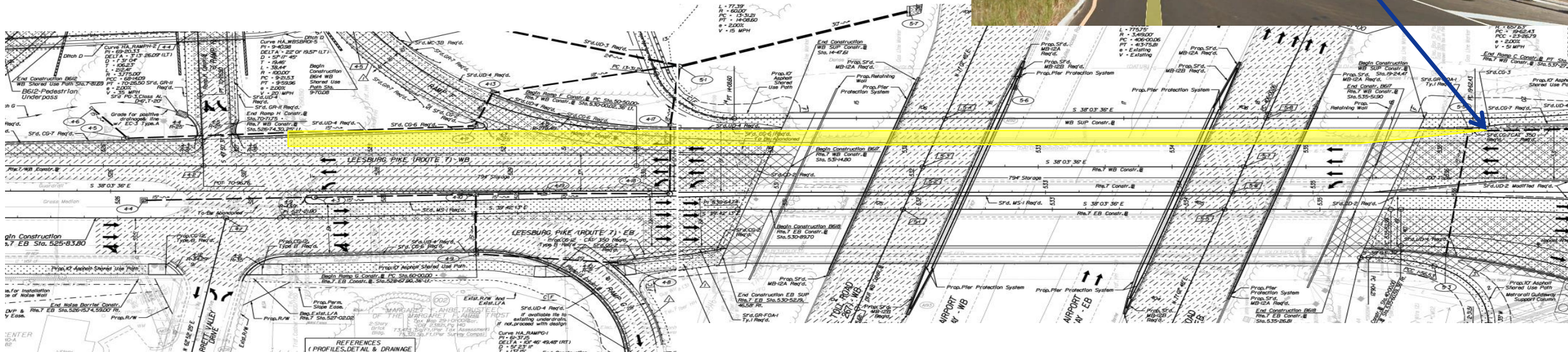


- Other items?
- Next Working Group Meeting?

U-Turn from EB DTR and Route 7 WB to EB at Jarrett Valley Drive



- Completed May 2018
- 794 foot storage with 100 foot taper



U-Turn from EB DTR and Route 7 WB to EB at Jarrett Valley Drive



The Traffic Group, Inc.

(800) 583-8411

www.trafficgroup.com

Date: Wednesday, May 23rd, 2018

Description: 24 hr. Weaving Video Analysis of Traffic Exiting the Dulles Toll Road EB and Heading NB on Rt. 7 to Jarrett Valley Dr
County: Fairfax County, VA

Latitude: 38.93371

Longitude: -77.24591

5/23/2018			
Movement	Movement Description	Total	
1	Vehicles going from Lane 1 to Lanes 3 & 4	1563	10%
2	Vehicles going from Lane 3 or 4 to Lane 1	13589	90%
3	Near Miss	0	0%
		15152	



Time	U-Turn Frm DTR	U-Turn Total	Percentage
6:45 AM	30	32	94%
7:00 AM	17	21	81%
7:15 AM	15	27	56%
7:30 AM	15	16	94%
7:45 AM	25	35	71%
8:00 AM	27	27	100%
8:15 AM	33	40	83%
8:30 AM	33	38	87%
8:45 AM	37	44	84%
9:00 AM	39	43	91%
9:15 AM	27	45	60%
9:30 AM	32	57	56%
Avg	28	35	80%
10:45 AM	14	23	61%
11:00 AM	10	21	48%
11:15 AM	6	22	27%
11:30 AM	5	24	21%
11:45 AM	6	17	35%
12:00 PM	13	24	54%
12:15 PM	4	23	17%
12:30 PM	4	24	17%
12:45 PM	5	20	25%
1:00 PM	4	21	19%
1:15 PM	7	30	23%
1:30 PM	6	26	23%
Avg	7	23	31%
4:45 PM	9	23	39%
5:00 PM	4	14	29%
5:15 PM	11	24	46%
5:30 PM	4	28	14%
5:45 PM	10	23	43%
6:00 PM	8	24	33%
6:15 PM	8	26	31%
6:30 PM	7	22	32%
6:45 PM	11	19	58%
7:00 PM	7	35	20%
7:15 PM	2	14	14%
7:30 PM	5	16	31%
Avg	7	22	33%

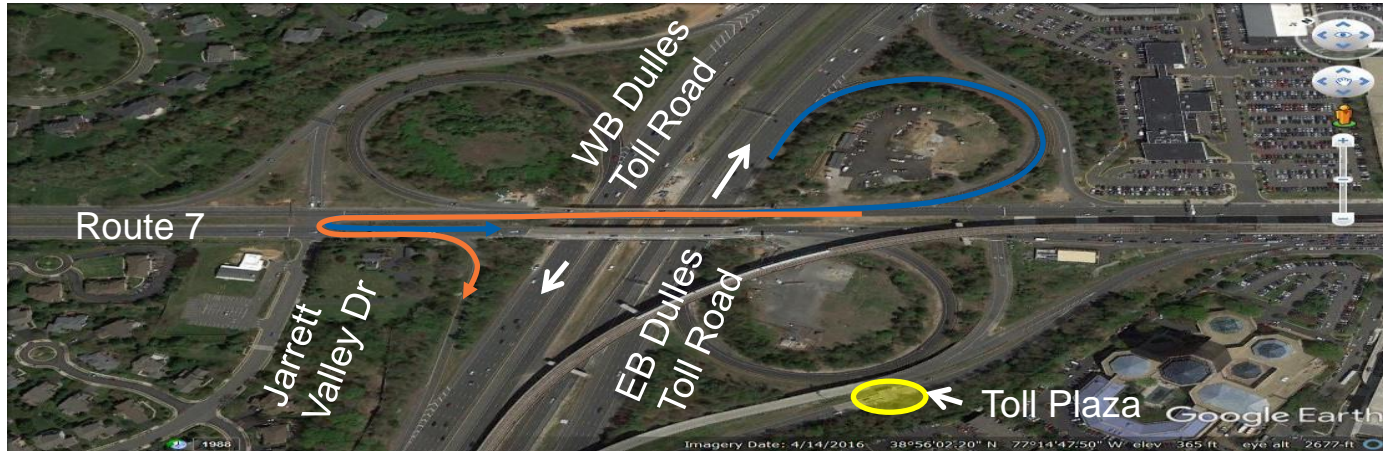
U-Turn from EB DTR and Route 7 WB to EB at Jarrett Valley Drive – Live Camera



- <http://www.511virginia.org/>



U-Turn from Route 7 WB to EB at Jarrett Valley Drive Before & After New Bridge



ROUTE 7 CORRIDOR IMPROVEMENTS PROJECT

RESTON AVENUE TO JARRETT VALLEY DRIVE

WORKING GROUP

Working Group Meeting #20 – Sign-in sheet
Wednesday December 12, 2018: 1:00 pm – 3:00 pm
VDOT NOVA District Office, Potomac Conference Room
Working Group Members

12/12/
 Attend

Group Member	Representing	Email
Jack Crosby	Wolf Trap Woods HOA (Supervisor Foust selection)	jackcrosby01@gmail.com
Jay Volkert	Senator Favola	jvolkert@starpower.net
Andy Galusha	Fairfax County Park Authority	Andrew.Galusha@fairfaxcounty.gov
Smitha Chellappa	Fairfax County DOT	Smitha.Chellappa@fairfaxcounty.gov
Jennifer Kaplan	Supervisor Foust's Office	Jennifer.Kaplan@FairfaxCounty.gov
Eric Knudsen/	Great Falls Citizens' Association (GFCA)	m.eric.knudsen@gmail.com
Michael Martin	Reston Association	mrmetc@verizon.net
Kathryn Parker Martin	Hunter Mill TAC	Kathryn.martin@fairfaxcouhty.gov
James A. Robertson	McLean Citizens Association (MCA)	jim@ann-jim.com
Tim Thompson	Supervisor Hudgins selection	tctthompson@msn.com
Delegate Kathleen Murphy	VA Delegate	
Tina Briganti-Dunn	VDOT NOVA Design-Build Program Manager	Christiana.Briganti@VDOT.Virginia.gov
Arif Rahman	VDOT Design-Build Project Manager	md.rahman@VDOT.Virginia.gov
William Dunn	VDOT Project Manager	William.Dunn@VDOT.Virginia.gov
Helen Cuervo	NOVA District Administrator	
Allison Richter	Arlington/Fairfax PE	
William Cuttler	NOVA District Construction Engineer	William.Cuttler@VDOT.Virginia.gov
Andrew Beacher	Arlington/Fairfax PE	
Jenni McCord	Communications	jenni.mccord@va.gov
Kathleen Leonard	Communications	kathleen.leonard@va.gov
Tom Fryer	Washington Gas	TFryer@washgas.com
Jeffrey Hicks	Washington Gas	JHicks@washgas.com
Tom Biesiadny	FCDOT Director	tom.biesiadny@fairfaxcounty.gov
Jeff Austin	Shirley – Design Build PM	jaustin@shirleycontracting.com
Steve Kuntz	Dewberry – Design Manager	skuntz@dewberry.com
Jennifer Alcott	Shirley – Public Affairs	Jennifer.alcott@shirleycontracting.com
Pete Kramer	Shirley – DB Integrator	Pete.kramer@shirleycontracting.com
Jerry Mrykalo	Dewberry – Traffic	gmrykalo@dewberry.com
Ryan Marrah	Shirley – ROW	ryan.marrah@shirley.com
Kim Larkin	Dewberry – Environmental	klarkin@dewberry.com

ROUTE 7 CORRIDOR IMPROVEMENTS PROJECT

RESTON AVENUE TO JARRETT VALLEY DRIVE

WORKING GROUP

Ricky Meyer	Construction Manager	rmeyer@shirleycontracting.com	LM
C. Michael Pruitt	Design-Build Construction Manager	Charles.Pruitt@VDOT.Virginia.gov	
Charis Marston	FHWA Engineer	chris.marston@dot.gov	CKM
John Alexander	Shirley Contracting - Project Manager	john.alexander@shirleycontracting.com	JA
Thomas Folse	VDOT Traffic Engineering	thomas.folse@vdot.virginia.gov	
Nicholas Roper	VDOT Project Development	nicholas.ropers " " " "	

Pam Grosvenor GFCA, VP pam.grosvenor@gfca.org

Jesse Herman Hunter Mill District Supervisor

Jesse.Herman@FairfaxCounty.Gov

Larry Butler Reston Association

Larry@reston.org

FYI's
or
arrow
am,
Partial/
Entire